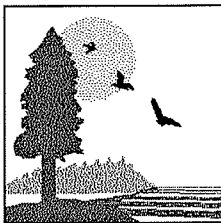


APPENDIX A

INITIAL STUDY/NOTICE OF PREPARATION (NOP)/ RESPONSES TO NOP

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202



PAUL D. THAYER, Executive Officer
(916) 574-1800 FAX (916) 574-1810
California Relay Service From TDD Phone 1-800-735-2922
from Voice Phone 1-800-735-2929

Contact Phone: (916) 574-1897
Contact FAX: (916) 574-1885

**NOTICE OF PREPARATION OF
A DRAFT ENVIRONMENTAL IMPACT REPORT ON
A REVISED PROJECT AND NOTICE OF PUBLIC
SCOPING MEETING**

EIR No.: 714
W30130

SCH No.: **2001021119**

Date: October 9, 2003
To: Responsible Agencies and Interested Parties
Project: Revised PRC-421 Pier Removal Project
Applicant: Atlantic Richfield Company (ARCO)
Location: Offshore Santa Barbara County, 2 miles west of Coal Oil Point (Figure 1)

The State Lands Commission, as Lead Agency under the California Environmental Quality Act (CEQA), is preparing a revised Environmental Impact Report (EIR) for the project identified above. As described herein, a Draft EIR for the original project was circulated for public review in April 2002.

The purpose of this Notice of Preparation/Notice of Public Scoping Meeting is to obtain agency and the public's views as to the scope and content of the environmental information and analysis, including the significant environmental issues and reasonable alternatives and mitigation measures specifically associated with the Revised Project, that should be included in the draft EIR. Applicable agencies will need to use the EIR when considering related permits or other approvals for the Project.

The Project description, location, and potential environmental effects are discussed in the attached Scoping Document. Due to the time limits mandated by State law, written comments must be sent by **Friday, November 10, 2002**. Please send your comments at the earliest possible date to:

Eric L. Gillies
California State Lands Commission
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825
FAX: (916) 574-1885
E-mail: gilliee@slc.ca.gov

Pursuant to Section 15083, Title 14, California Code of Regulations, the CSLC will also conduct a public scoping meeting for the proposed Project to receive oral testimony at the time and place listed below:

DATE: **October 30, 2003.**

TIME: From 7:00 – 10:00 PM.

LOCATION: Goleta Valley Community Center
5679 Hollister Avenue
Goleta, CA 93009
(805) 967-1237

If you have any questions or would like a copy of this notice, please contact Eric Gillies at the above address or by calling (916) 574-1897. Copies of this notice will also be available at the Public Scoping Meeting.

Signature: _____

Eric L. Gillies
Staff Environmental Scientist

Date: 10-9-2003

**PROJECT DESCRIPTION FOR ATLANTIC RICHFIELD COMPANY OF LOS ANGELES, CA
(ARCO)
REVISED PRC-421 PIER REMOVAL PROJECT**

Atlantic Richfield Company of Los Angeles, CA (ARCO) previously ARCO Environmental Remediation LLC (ARCO) proposes to remove remnants of a previously demolished pier structure, along with associated seafloor debris, on State of California tidelands lease PRC-421. This remnant structure is the visible remains of a pier and well service structure that was built in the 1940s and substantially destroyed during a storm in 1980.

The PRC-421 Pier Removal Project (Project) was the subject of an EIR distributed for public review in April of 2002 (State Clearinghouse Number 2001021119). In brief, the Project would remove all of the remaining structure(s) and restore the site. During the public review period, the California Department of Fish and Game (CDFG) commented that the removal of the structure would result in a potentially irreplaceable loss of prime roosting habitat for the California brown pelican, the loss of which was identified as an unavoidable impact in the project EIR. As a result, the applicant, CSLC, CDFG and project consultants collaborated to develop a revised project that provides for removal of derelict components of the facility, and installation of roosting/nesting platforms with quarry rock to provide additional hard substrate habitat at the site using the toppled caissons as a base to which imported quarry rock will be added.

The Draft EIR (SCH#2001021119) will be revised to: 1) designate the revised project as described herein, as the Proposed Project; 2) incorporate analyses on issues identified by responses to this subsequent Notice of Preparation; and 3) designate the initial project analyzed in the April 2002 Draft EIR as an alternative to the revised project. The resultant Draft EIR will be re-circulated for public review and comment.

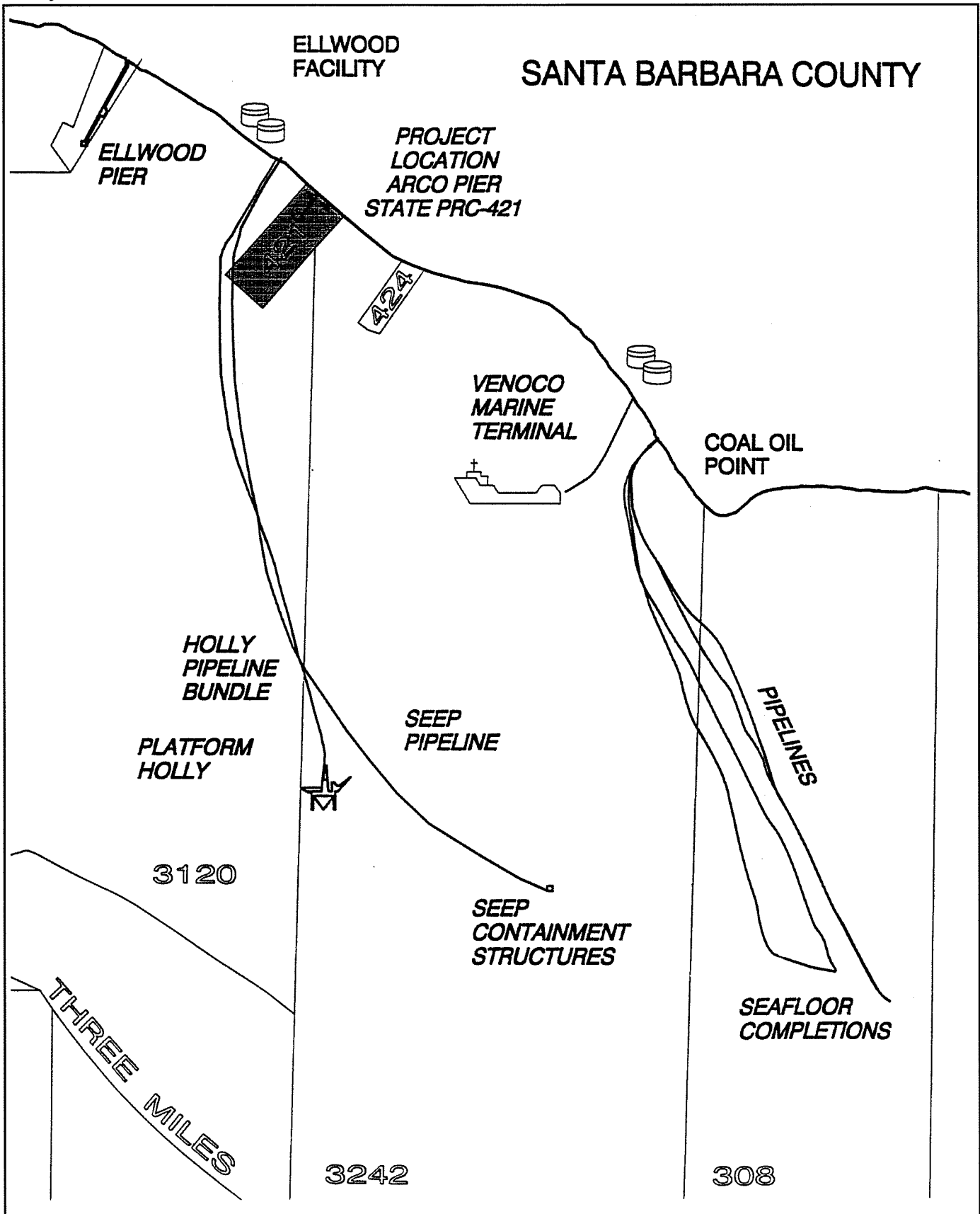
PROJECT LOCATION

Lease PRC-421 is located about 2-miles west of Coal Oil Point in the Santa Barbara Channel, off the coast of the County of Santa Barbara (see Figure 1). The visible remnant structure is approximately 850 feet offshore in about 32 feet of water. Seafloor remains of the pier extend northeastward from the visible structure toward the shoreline. According to a 1999 underwater dive survey of the pier location, approximately 22 bents (rows) of pilings extend toward shore, with the possibility of more bents being present, but covered with sand. With the information available at this time, the pier remnants likely terminate within approximately 400 feet of the shoreline, and could possibly extend into the surf zone.

STRUCTURE DESCRIPTION

The visible structure is composed of eight steel-reinforced concrete caissons with riveted steel trusses connecting them at the top. The steel trusses support the remains of a wooden deck. Each caisson is nominally 8 feet in diameter, extends approximately 18 feet above the water, and is composed of four steel "H" piles surrounded by a composite of concrete and reinforcing rods. The caissons are arranged in three parallel rows with a northwest to southwest orientation. Together, the eight caissons form a thick "L" shape measuring about 60 feet by 60 feet. A conductor pipe from a previously abandoned well, estimated to be 24 inches in diameter, is located within the northwest section of the structural footprint.

Metal I-Beam piling remnants of the original (now absent) causeway are aligned toward the shoreline, terminating before reaching the shoreline. These pilings extend up to 4 feet above the ocean bottom. However, many of the piles are bent over (towards shore) or covered with sand, and none of the piles extend above the water surface. In addition, a second well conductor pipe, measuring 18 inches in diameter, extends to 8 feet above the ocean bottom, and is located within the original causeway alignment at a depth of -18 feet. This well conductor is surrounded by a 4-foot tall rock and sheet pile, a 36-inch diameter casing at its base, and several piling remnants projecting up to 4 feet out of the rock pile. Several more bents of pilings are present between the rock pile and shore, terminating at an approximate depth of -15 to 0 feet, and an approximate distance of 400 feet from shore.



SOURCE: Fairweather Pacific LLC, November 1999

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SURVEY RESULTS AND CONCLUSIONS

A side scan sonar survey was performed by ARCO at the request of State Lands Commission in March 1999 on all accessible areas of PRC-421, identifying potential seafloor debris, rock outcroppings, and local bathymetry.

In May 1999, a diver and remotely operated vehicle survey was conducted to examine the underwater portion of the remnant structure and to further examine the seafloor pier remnants which extend toward shore. The results from this survey showed that the remnant structure is in a severe state of deterioration. The caissons have experienced major concrete loss, exposing the steel piles and the steel reinforcing rods to highly corrosive salt water. The remnant top deck is partially missing or collapsed, and is in the process of further collapse. Pieces of rotted steel and wood are precariously hanging from the above water portions of the remnant structure.

A structural inspection of the remnant structure was conducted in August 1999. Results from the structural analysis, when coupled with the results from the underwater inspection, indicate that the remnant structure is likely to suffer a catastrophic collapse in the near term. If storm or earthquake forces do not induce such a catastrophic collapse, the progressive weakening of the remnant structure through continued corrosion and erosion would likely cause the same end result.

PROPOSED PROJECT

The proposed revised project components include: (1) removal of the wooden deck structure, toppling of the eight remnant caissons, removal of causeway pilings, abandoning the well conductors and other pier-associated seafloor debris; (2) deposition of quarry rock over the toppled caissons and installation of four pilings with bird roosting/nesting platforms, (3) transportation and recycling of debris; and (4) completion of a final underwater survey to ensure removal of all debris from the project site.

The existing structure will be removed utilizing typical offshore methodology and equipment. In summary, the project will require the use of a Load Line Barge (LLB). Due to the existence of hard bottom and an associated kelp community in the area, an anchor-assist tugboat will be used to deploy anchors in designated anchor sites located within soft-bottom areas. In addition, several other support vessels will be utilized, as required, for running anchors and transporting personnel and equipment to and from area port facilities.

Using the LLB as the equipment and personnel staging site, the crew will construct temporary scaffolding on the remnant island structure for the purpose of removing all topside structures. The demolition and removal of the main deck of the pier will consist of systematically cutting and removing manageable pieces with conventional mechanical and oxy-acetylene cutting and rigging equipment. Removal of the pieces will be conducted with the use of a 25-ton conventional crane located onboard the LLB. The LLB will be positioned and anchored on the east side of the island for the removal of the topside structure, then relocated and anchored on the west side of the structure to complete the removal procedure.

Upon removal of the topside structure and debris, divers will remove as much underwater debris as necessary to facilitate jetting and removal operations of the 8 caissons

and the 24-inch well conductor pipe. Using the divers and LLB equipment, sediment surrounding the well conductor pipe will be jetted, and the conductor pipe will be cut and removed to 1 foot below the mudline. The divers and equipment will then be used to expose the 4 H-Beams at the base of each caisson to a point approximately 4 feet below the mudline.

After conducting the appropriate preparatory procedures including relocating the barges and other vessels to a safe distance away from the structure, and consultation with the Marine Mammal Consulting Group to ensure marine mammals are not within the project area, explosive devices will sequentially be attached to each of the caissons' 4 H-Beams and detonated in three separate procedures (severing caissons A-1, 2&3, B-1, then C-1 & 2). Once the charges have been detonated and the caissons have been toppled, divers will determine the seabed position of the toppled caissons. An onboard review of the divers survey will identify those caissons that will be repositioned for nesting to reduce the seabed footprint, and to provide for a well conductor access location. Once the caissons are nested, final locations for the four piles that will support the roosting/nesting platforms will be designated.

All remaining debris will be recovered from the structure site except that the rock pile surrounding the well conductor that will be left as hard bottom substrate. Each of the H-Beams will be inspected to ensure that they were cut at or below the mudline.

The LLB will then be relocated as necessary to begin removal of the causeway piling remnants working towards the shore, ensuring that all pilings are cut at or below the mudline. At the -18 foot water level, the 2nd well conductor will be removed to approximately 1 foot below the mudline. All remaining pile remnants located shoreward of the 2nd well conductor will be cut and removed at or below the mudline.

The revised project intends to topple the concrete caissons in place (as described above) and cover them with quarry rock. Quarry rock will be brought to the site on barges. Divers, or a remotely operated vehicle (ROV) equipped with video capability will occasionally review rock placement and depth and advise which areas have achieved the depth requirement and which areas need additional rock. Quarry rock will be deposited in the area encompassing the nested caissons and the four piles to a depth sufficient to cover the caissons, i.e., approximately 9 feet above the natural seabed. Areas between caissons may receive quarry rock to a lesser depth. The quarry rock will be deposited from a barge using a wheeled loader. The rock will also provide some limited protection to the lower portion of the piles, prevent scour at the base of the piles (for the artificial roosts), and reduce water particle velocities against the piles during peak environmental events.

The artificial roosting sites will be comprised of piles with platforms placed atop the piles. Four driven pipe piles will support the roosting platforms; and each pile will support a roosting area of approximately 200 square feet. Each pile will be configured to support three (3) trapezoidal roosting platforms, the design of which has been reviewed and approved by seabird specialists within the CDFG and the Office of Spill Prevention and Response (OSPR), each positioned at a slightly different elevation. Steel pipe, plates and shapes of a grade appropriate for the predicted environmental and installation stresses will be used in construction. Diamond plate will be provided as the roosting surface. The following provides illustrations of the proposed structures.